

Production and Output.

COKE PRODUCTION AND OUTPUT EVEN AT 200,000 TONS

**Furnace Ovens Running on
Low Gear and Less
Output, but**

MERCHANT OVENS SPEED UP

And Save the Record From Slipping
Down Beneath What is Hoped is the
Established 1915 Minimum—Sweden
den Boom Wouldn't Be Welcome

The Connells ville coke trade stands on a basis of 200 000 tons weekly

failed to maintain the output of the previous week, but the situation was

running on low gear for some time past but the indications are that the

the steel trale reaches down through the surplus pig iron and coke pile

however, that this condition cannot be expected much before the close of

midroads are encouraged to go ahead more by the moral than the material

for example amounts to but 2% of all freight transported because of its

conservative. The Conneville col-

and other conditions they will not be prepared to supply the coke and

... permit some of their trade to be taken away by other regions and that it is

Production for the week ending
Saturday, January, 1940

14 merchant interest 93 921 tons B

Connellsville region 98,156 tons. Compared with the previous week the

in the merchant production of 847
tons. The turbine plants ran but fou

51 time One furnace interest which ha
48 been making but two dlys per wee

Shipments for the week ending Sat

	Districts	Cars	Tons
40	follows		
8			

West	81°	134.7
East	81°	134.0

Compared with the previous year

11 Pittsburgh shipments slumped 1114
10 tons but Western shipments increase
14 5,388 tons. Eastern shipments rose

There were few changes in the overall last week. The merchant interest

25 at Elm Grove The furnace inter
put out 116 at Olive No 1 150

00 For the purpose of comparison we
01 append the record of production
weekly for 1914

Jan	3	138,020	117 2 11	72 171	250,78
Jan	30	108 300	91 310	60 670	258,45
Jan	28	17 507	25 650	100 277	221,75

Jan	31	201,043	10,110	301,044	298,544
Feb	7	207,256	97,720	304,977	303,877
Feb	11	198,980	104,200	300,250	300,300

87	Mar	7	228 150	119 540	343 690	15 1.8-
87	Mar	14	230 600	121 807	353 405	177.0-

Apr	4	224 510	131 440	358 120	348 000
Apr	11	223 875	130 760	354 720	348 400
Apr	18	208 075	120 000	334 000	315 500

May 18	195 915	116,187	112 100	201 11
May 18	180 125	117 090	204 715	275,84

June 1	134 080	108 020	241 000	264.8
June 13	149 110	110 177	259 816	261.3
June 30	174 480	108 113	292 573	280.2

20	July	11	155 390	107 216	204 605	257 141
00	July	18	153 055	114 516	188 200	268 711
05	July	25	151 210	112 630	186 250	266 761

10	AUG	11	153	130	108	910	201	070	280
70	AUG	11	153	130	108	740	25	340	200
	ARE	2	101	005	17	710	-58	005	273

85	Sep	12	102,150	88,615	250,955	256,8
65	Sep	1	103,825	70,870	243,043	256,5

85	Oct	10,	181 5-0	54 900	246 110	244 5
	Oct	17,	151,480	80 240	237 720	236,1
	Oct	21,	11- 740	80 570	228 510	214,1

Nov	11	125 325	801 80	-00 114	210,3
Nov	21	114 095	88 700	200 804	200,0

25	Dec-71	108 555	89 220	196,277	200,0
	Dec-71	104 413	94 120	198,533	188 0
	Dec-71	110 485	93 145	198,180	207 0

Standard Connellsville Furnace Coke

EXCLUSIVE SELLING AGENTS FOR 3,500,000 TONS ANNUALLY

RAILROADS HARD HIT BY BUSINESS DEPRESSION IN '14

Rate Decision is the One
Bright Spot in Other-
wise Bad Year.

EXPECT STEADY IMPROVEMENT

Recovery May be Slow, but 1915 Pro-
mises Better Things Than Year
Just Closed; Baltimore & Ohio Is
Hoping to Reopen Its Big Shops.

When 1914 is written into history as the most eventful year in the annals of civilization, it likewise will be placed in the record of commerce as a period which witnessed an unprecedented decline in trade throughout the world. Following the outbreak of war in Europe and the abrupt suspension of international business, there came a depression so complete as to necessitate a re-evaluation of the economic affairs of all nations so general as to be reflected indefinitely in all branches of industry. In such economic readjustment, each nation being called upon to participate in the burden imposed but to what extent remains to be determined by the duration of hostilities on the continent. Owing to the extensive trade relations between the United States and the countries of Europe, our financial and industrial affairs were affected seriously by the war and the attendant interruption of business. Financial relations were disturbed by the suspension of business in the money centers of Europe, coincident with which imports and exports were practically discontinued for a long period and have only recently resumed under limitations. Markets were closed to the products of American manufacture while the importation of articles from Europe was largely shut off.

As a result of the war in Europe the products of American industry are unable to reach the markets abroad, due to the fact that the transportation of goods since many of the merchant vessels flying foreign flags were commandeered for naval maneuvering. Therefore it has been difficult to find outlets for the goods of the American manufacturer. American grain has been shipped to Europe in large volume, but even grain shipments have been below normal owing to the lack of shipping facilities.

Inadequate shipping facilities have reduced the activity of American industry to such an extent that many factories have been forced to close down while others have been operated on reduced schedules. This situation has depressed the labor market and reflected itself in various ways in all avenues of the business.

Where the stagnant state of trade has struck a telling blow has been to the railroads, whose earnings fell off heavily with the interruption of foreign trade. In the face of this falling off in traffic, the carriers experienced higher costs of operation at low rates for service performed, until the narrowing margin or profit as between income and outlay threatened the solvency of large carriers. To relieve the situation the eastern railroads petitioned the Interstate Commerce Commission for permission to advance freight rates approximately 10 per cent. In a decision made public July 22, an advance in certain rates, was granted to the group of roads operating between Pittsburgh and the Mississippi river. The increase in revenue thus allowed was so small a part of what was required to strengthen the financial standing of the roads that a second petition was made to the Interstate Commerce Commission and the case reopened for reconsideration. As the year drew to a close a second award was made by the regulating agency of the government whereby the advance was extended to the eastern roads, with the exception of certain bulk commodities. Railroad officials estimate that the increase in rates will amount to between \$25,000,000 and \$30,000,000 a year.

The result of the increase granted by the Interstate Commerce Commission has inspired more confidence in railroad circles and while those who represented the carriers in the movement felt that the award was not all that should have been allowed, its ultimate effect will be far-reaching in bringing about closer working relations between the carriers and regulating bodies.

Railroad officials while viewing the outlook with hopefulness, point out that considerable time will be required to adjust their problems to the new order of things growing out of the rate advances and the enforced economies which preceded it and that the indulgence of the public should be extended while the restoration of things to normal is gotten under way. Railroad managers in close touch with the business situation and its outlook, expect an improvement early in the new year. This is presaged by advance orders placed for pig iron, and with the resumption of the iron industry there will be an increased demand for surplus labor and revival of allied industries. Coal and coke will be in greater demand which will return the miners and oven-men to steady employment and cause a re-stocking of shelves by merchants with whom the laboring forces deal.

It is believed, however, that the return of prosperity will be slower in localities where the effect of the war upon the consumption of products has been most noticeable. This problem can best be solved by broadening the scope of industrial and agricultural activity.

Looking back over the business situation of 1914 as reflected in the railroads, the Baltimore & Ohio may be regarded as typical—in fact it was so considered by the Interstate Commerce Commission in dealing with the question of advanced rates.

During 1914 the Baltimore & Ohio management deferred to a large extent the consideration of plans involving the future requirements of its governing business. While the activity

centered with the taking care of the present, the Baltimore & Ohio in the face of many difficulties carried to completion a program of betterments which will assure the future. Daniel Willard became president of the road. The program involved an expenditure of approximately \$100,000,000 for extra trucks providing a three-track and four-track system over the Allegheny mountains on two main lines; reducing grades, removing curves, adding new cars and engines to the equipment and providing enlarged terminals and new station buildings.

The program of the Baltimore & Ohio, which is the most extensive ever undertaken by a railroad in one budget, was brought to a close on December 8, when the Magnolia cut-off, a double track link in the four-track system was opened between Little Cacapon and Orleans Road, W. Va., a distance of 12 miles. The new cut-off shortened the distance between these points nearly six miles while at the same time it eliminated much curvature and did away with a sum of \$500,000 a mile, which was unusual in railroad construction costs.

While the program of Baltimore & Ohio improvements was being completed, the rebuilding of equipment of the company continued without interruption. During 1914 there was purchased 50 freight locomotives, known as the composite type. In addition to which 4,000 cars were rebuilt and equipped with steel underframes and centeralls. Thus, the road raised its standard of equipment to 83 per cent steel.

Toward the close of the year it became necessary to reduce the working forces as the repair work neared completion and the necessity of reducing expenses in line with the decline in revenue became imperative. But it has been announced that the Mount Clare shops, at Baltimore, employing 3,000 mechanics and workmen, will be opened soon after January 1, 1915.

BALTIMORE & OHIO WILL SPEND MILLIONS SOON

President Daniel Willard Announces a
Betterment Program Involving
\$100,000,000 Outlay.

WASHINGTON, Jan. 4.—The Baltimore & Ohio railroad is to put into immediate execution long planned plans for betterments and extensions involving a total outlay of not less than \$100,000,000.

Positive confirmation has been received in a letter from President Willard of the Baltimore & Ohio Railroad Company to one of the highest officials of the government. Within the last three days additional reports of a vastly more substantial character than heretofore concerning the prospects of greatly improved industrial conditions have come into the hands of the government authorities. The greatest measure of encouragement lies in the fact that these reports are coming from the hands of some of the biggest railway systems and industrial concerns in the country definitely show that the railroads are actually prepared to adopt a far more liberal purchasing policy than has existed at any time since 1910.

The written statements include assurances that the big transportation systems of the East and Middle West are paving the way to demonstrate the good faith of their unreserved assertions made in connection with the prolonged 10 per cent rate controversy that more than any other thing they needed an increase in freight revenue to make possible the execution of the plans for new rolling stock, general equipment, replacements and extensions. And going into the market of some of the big trunk line railways of the country as a natural consequence will be directly reflected in a boom in the steel, cement, railway supply and allied construction industries.

SIGNS OF PROSPERITY

Mahoning Valley Mills Undergo Big
Improvements.

Improvements aggregating more than \$1,000,000 are being made at the concerns in the Youngstown district. This new work includes the construction of a 600-ton smelter for the Andrews-Hitchcock Company at Hubbard, and a six-furnace open-hearth plant for the Youngstown Iron & Steel Company at Lowellville.

Included in additions contemplated are the construction of 10 bus mills and a by-product coking plant at the McDonald works by the Carnegie Steel Company. The Republic Iron & Steel Company will add more ovens to its by-product coking plant and the Brier Hill Steel Company is planning big additions at its open-hearth works at Brier Hill.

WORK FOR 1,000 MEN.

Ten Hot Mills at Shennango Plant to
Resume Monday.

NEW CASTLE, Pa., Jan. 6.—More than 1,000 men will return to work next Monday morning with the resumption of 10 hot mills of the Shennango tin plant. Every department of the tin plant will resume in full. Announcement to that effect was made today by Superintendent D. S. Pyle. Only 20 of the 30 mills of this plant have been operating for several months.

Fourteen of the 20 mills at the New Castle tin plant are operating this week which is an increase of two mills. Repairs are being rushed on the remaining six mills, which it is anticipated will start within two weeks.

Triple Completed.
The Brothersville Coal Company of Maryland has just completed the triple at its No. 3 mine at Macdonald, Somerset county.

FOR SALE, Green County Maps,

Plain or colored to date with
all recent coal land purchases.
Address:

B. F. Hoffacker,
607 Park Bldg., Pittsburgh, Pa.

The Lower Connelville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Jan. 2, 1915.

Total Ovens	In Blast	Name of Works	Name of Operator	P. O. Address
40	40	Adair	Adair Coke Company	Uniontown
40	40	Allen	W. Henry Brown	Allen, Fayette Co.
40	40	Allen No. 1	J. H. Brown	New York
40	40	Allen No. 2	W. J. Brown	New York
40	40	Allen No. 3	W. J. Brown	New York
40	40	Allen No. 4	W. J. Brown	New York
40	40	Allen No. 5	W. J. Brown	New York
40	40	Allen No. 6	W. J. Brown	New York
40	40	Allen No. 7	W. J. Brown	New York
40	40	Allen No. 8	W. J. Brown	New York
40	40	Allen No. 9	W. J. Brown	New York
40	40	Allen No. 10	W. J. Brown	New York
40	40	Allen No. 11	W. J. Brown	New York
40	40	Allen No. 12	W. J. Brown	New York
40	40	Allen No. 13	W. J. Brown	New York
40	40	Allen No. 14	W. J. Brown	New York
40	40	Allen No. 15	W. J. Brown	New York
40	40	Allen No. 16	W. J. Brown	New York
40	40	Allen No. 17	W. J. Brown	New York
40	40	Allen No. 18	W. J. Brown	New York
40	40	Allen No. 19	W. J. Brown	New York
40	40	Allen No. 20	W. J. Brown	New York
40	40	Allen No. 21	W. J. Brown	New York
40	40	Allen No. 22	W. J. Brown	New York
40	40	Allen No. 23	W. J. Brown	New York
40	40	Allen No. 24	W. J. Brown	New York
40	40	Allen No. 25	W. J. Brown	New York
40	40	Allen No. 26	W. J. Brown	New York
40	40	Allen No. 27	W. J. Brown	New York
40	40	Allen No. 28	W. J. Brown	New York
40	40	Allen No. 29	W. J. Brown	New York
40	40	Allen No. 30	W. J. Brown	New York
40	40	Allen No. 31	W. J. Brown	New York
40	40	Allen No. 32	W. J. Brown	New York
40	40	Allen No. 33	W. J. Brown	New York
40	40	Allen No. 34	W. J. Brown	New York
40	40	Allen No. 35	W. J. Brown	New York
40	40	Allen No. 36	W. J. Brown	New York
40	40	Allen No. 37	W. J. Brown	New York
40	40	Allen No. 38	W. J. Brown	New York
40	40	Allen No. 39	W. J. Brown	New York
40	40	Allen No. 40	W. J. Brown	New York
40	40	Allen No. 41	W. J. Brown	New York
40	40	Allen No. 42	W. J. Brown	New York
40	40	Allen No. 43	W. J. Brown	New York
40	40	Allen No. 44	W. J. Brown	New York
40	40	Allen No. 45	W. J. Brown	New York
40	40	Allen No. 46	W. J. Brown	New York
40	40	Allen No. 47	W. J. Brown	New York
40	40	Allen No. 48	W. J. Brown	New York
40	40	Allen No. 49	W. J. Brown	New York
40	40	Allen No. 50	W. J. Brown	New York

Mr. Brick User

When YOU need good Fire Brick and
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Efficiency	Economy
Carefully Selected Strictly High Grade Connelville Coke	A Recognized Standard
12" HOUR BURNING	12" HOUR BURNING
Prepared at the Most Modern and Largest Equipment Cremator in the Connel- ville Region.	Prepared at the Most Modern and Largest Equipment Cremator in the Connel- ville Region.
ABSOLUTELY THE BEST PRODUCED	ABSOLUTELY THE BEST PRODUCED

TAYLOR COAL & COKE CO.

Standard Connellsville Coke

UNIONTOWN, PA.

Selling Agts.: The Bourne-Fuller Co., Cleveland, O.

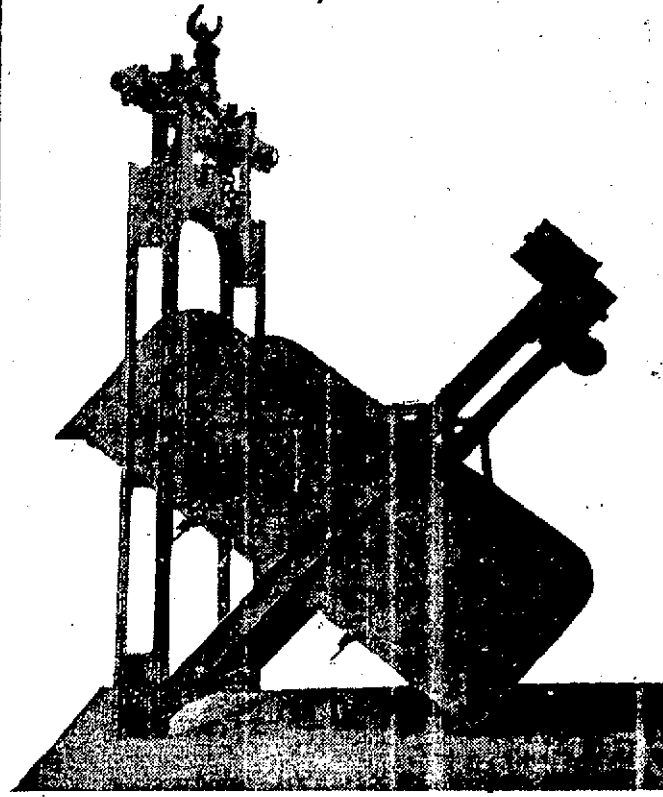
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Screens, Coke Crushers,
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ry Supplies, Injectors, Pipe
Fittings, Jenkins, Star and
Standard Valves, Leather
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Nails, Railroad Spikes,
Splice Bar Bolts and Nut,
Locks, Machine and Car-
riage Bolts, Steel Cokeys,
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Handles, Coke Oven Valves,
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Lafayette-Improved Automatic Self Dumping Cage.

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R.'s
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800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:

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CONNECTIONS:

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OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is
eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

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RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

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Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connelville Coke

MONTHLY CAPACITY 32,000 TONS.

P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure.
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically han-
dled thus eliminating by screening all dust and dirt.

ANALYSES FURNISHED ON REQUEST.

Graceton Coke Co.

FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon
make it superior to many. It has the ability to give high melting ratios in your
foundry.

Estimates of the coal production in Alabama for 1914 varied between 12,500,000 and 15,000,000 short tons,

ical in the state. A slight movement
to the good which promised a better
showing in the future was the ar-

Opens Clay Mines
The Nebo Clay Company has opened two mines, one at Nebo above Indian Creek and the other at Jones Mill. The company has a ten foot vein of fine clay and up until recently two cars each day were shipped.

slightly ahead of the cut and is powerful enough to sever the wire in its path. Various means are being resorted to now to overcome this cutting, all of which increase the amount of wire used.

Advertisement in the Weekly Courier

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